



Rhode Island Department of Transportation



**Annual Report
1999**

Lincoln Almond, Governor

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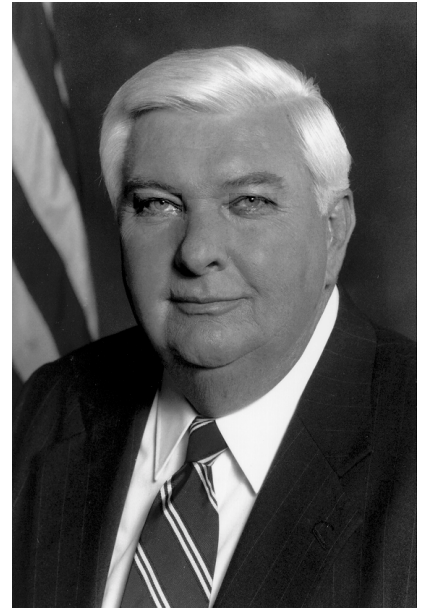
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Dear Rhode Islanders:

We've closed the history books on the 20th century and celebrated the dawn of a new age. As we begin writing the first chapter in the history of the 21st century, let's build upon the momentum we've gained. Over the past five years, we have made great strides in enhancing the quality of life in our state, and we couldn't have done it without the help of our Rhode Island Department of Transportation.

We all know that a strong transportation system goes miles in boosting the image and the economy of our state. That is why we are working hard to improve our infrastructure without increasing debt.

Back in 1995, the Department of Transportation was in the red for 30 million dollars. We've changed that. Additionally, we've doubled the road program without increasing the level of debt. By dedicating more of the gas tax to transportation, we've invested more than 100 million dollars over the past four years out of current revenue for transportation services. If we stay this course over the next two years, we will have achieved my goal to move all of the gas tax where it belongs—in funding transportation.



Governor Lincoln Almond

We are now maintaining our highways, paving our roads and repairing our bridges. We are also moving forward with projects like the relocation of Interstate 195.

When that's completed, we'll have a safer route to travel and more land open for development. Without question, this new highway will change the face of our state.

We will also continue the fight to eradicate drunk driving from Rhode Island's roads through a package of traffic safety legislation being introduced during the 2000 Legislative Session. The package will include: a graduated alcohol bill, which would reduce the blood alcohol concentration (BAC) required for a misdemeanor offense to .08; doubling the fines for breathalyzer refusal; and stiffer penalties for repeat offenders. By approving these measures we will significantly reduce the number of senseless alcohol-related tragedies.

I commend William Ankner for the excellent job he has done in his three-year tenure as Director of the Rhode Island Department of Transportation. Under his leadership, we have a staff of efficient and dedicated professionals who are working to improve and safeguard our roads and highways.

I welcome any comments or suggestions you would like to provide. Your feedback is encouraged and extremely important to the success of the Department.

Sincerely,

A handwritten signature in black ink that reads "Lincoln Almond". The signature is written in a cursive, flowing style.

Lincoln Almond
Governor

Director's Notes

The mission of the Rhode Island Department of Transportation (RIDOT) is to provide a safe, effective, efficient and environmentally responsible intermodal transportation system that supports economic development and improves the quality of life for all Rhode Islanders.

Our commitment to providing the State of Rhode Island with the best possible multi-modal transportation system has never been more evident than in the last year.

We realized that in order to build a successful transportation system we needed to first accomplish three main goals:

1. Initiate the common practice of a public outreach program designed to make the public more involved in the scheduling of both RIDOT's and RIPTA's work programs for the upcoming years.
2. Demystify RIDOT's image by using the public's input to help manage a new transportation system, rather than building our way out of the existing one. This required establishing a working relationship with the public in which we understood their needs, and they understood ours.
3. Introduce the public to our senior staff, so they may be available to answer any questions or concerns.

We decided that our best approach to accomplishing these goals would be through the creation of public workshops designed to give the community a better understanding of the state's transportation system, and the process in which to develop it. The workshops are the first step in the development of the new Transportation Improvement Program (TIP) - a multi-year program approved by the State Planning Council that directs over \$600 million in federal and state transportation infrastructure investments. The new TIP, based on community input, will be drafted by the State Planning Council's Transportation Advisory Committee (TAC).

At RIDOT, we are responsible and accountable to the public for all aspects of transportation under the Department's supervision and jurisdiction while repairing and maintaining the existing infrastructure that forms our transportation system, which is why our relationship with you, our customers, is so important.

As you read this report, you will discover that we are responding to the public's transportation needs through projects like the relocation of Interstate 195 and the design of the new Warwick Train Station.

As we embark upon the 21st century, it is imperative that we continue to develop an intermodal transportation network that meets today's technological demands, without losing sight of our mission.



William D. Ankner, Ph.D.
RIDOT Director

Financial Management

Office of the Associate Director for Financial Management

The Associate Director serves as the Chief Financial Officer (CFO) of the Department, with oversight authority over all financial transactions in the Department. The CFO reports directly to the Director.

The Department of Transportation has historically had a decentralized financial management system, with components of the accounts payable, accounts receivable, purchasing, planning, and contracts being performed by several diverse units in multiple divisions. The CFO was introduced in Fiscal Year (FY) 1998 to bring coordination and standardization to the financial aspects of the Department. While many functions will continue to be decentralized, central oversight will be the responsibility of this office.

Unit Objective

Unit objectives include:

- Insure all activities of the Department are based on sound financial practices;
- Monitor the construction and capital programs to make sure they are adequately financed;
- Insure that federal funds and other reimbursement is sought on a timely basis;
- Monitor expenditures to insure that they match the established programs as established by the Planning Division;
- Work with the Planning Division to make plan modifications necessary to guarantee the controlling amount “earned-but-unbilled” and “advanced construction” carried by the Department;
- Monitor all contracts, purchase orders, change orders and other contracting vehicles to monitor compliance with state and federal laws and regulations.

Funding Source

Gas Tax

Fiscal Year 1999 Accomplishments

The budget format for the Department was changed to include more programmatic and narrative information. The Department finished the Fiscal Year with surpluses in the Highway Fund and the Gas Tax fund.

This Office, in conjunction with the State Controller, instituted a “vendor payroll” system which has reduced the time it takes to process vendor payments by weeks, and has greatly improved the relationship between the State and the design and construction contractors.

Fiscal Year 2000 Program

The Financial Management Division, in conjunction with Strategic Planning, will be developing indirect cost centers as an alternative to direct project charges for supplies, equipment and support services.

A major initiative will be the development of a comprehensive computerized financial management system.

Finance Section

The Finance Section maintains oversight and administration of the Department’s total operating and highway expenditures. This unit is also responsible for coordinating the timely submission of the Department’s annual operating and capital development budgets.

Unit Objective

- Maintaining oversight of the financial resources of the Department
- Assuring expenditures from all funding sources are in accordance with the Department's objectives and applicable laws and/or federal regulations.

Unit Staffing

Three Full Time Employees (FTE's) Funding: This unit is funded through Gas Tax.

Fiscal Year 1999 Accomplishments

- Prepared and submitted the FY 2000 operating budget to the State Budget Office in the amount of \$366,598,000.
- Created a weekly vendor payroll system that assures the timely and systematic issuance of payments to contractors. The system generates an average of \$2 million per week in payments to contractors.
- Presented department operating needs to State legislators, resulting in a one cent gas tax increase to the operating budget in FY 2000.
- Processed all expenditure vouchers and maintained files on all open purchase orders while assisting other fiscal personnel within the Department.
- Calculated and submitted quarterly expenditure projections to the House and Senate Fiscal Advisors and the State Budget Officer.
- Submitted required quarterly reports to the Secretary of State for consultant expenditures.
- Continued funding initiatives for road resurfacing, bridge maintenance, equipment replacement, statewide crack sealing, litter removal, and drainage improvements.

Fiscal Year 2000 Program

- Monitor the \$11.5 million in equipment and maintenance initiatives that began in Fiscal Year 1998 to assure timely and efficient use of the committed funds.
- Compile and submit the operating budget for FY 2001.
- Assist all divisions with the creation of program and performance measures.
- Assist all divisions, as needed, with the implementation of fiscal policy changes initiated by the State Controller.

Federal Programs

The chief responsibility of the Federal Programs Section is to bill all federally reimbursable costs that are attributed to the Highway Program, to the Federal Highway Administration (FHWA). This office processes all invoice vouchers, purchase orders, requisitions, contract addenda, payroll charges and state vehicle charges that have a direct correlation to Federal Aid Projects. Once all of the above are paid by the Office of Accounts and Control, the Federal Programs Section accumulates the paid invoices and in turn bills FHWA for its share. Typically the federal share on most projects is 80%, but it may vary.

It is also the responsibility of this office to administer the annual Federal Highway Program (FY 2000 \$156 million). The Assistant Administrator assigns the appropriate category of Federal funding and the corresponding Federal-Aid project number for each project that is on the annual Transportation Improvement Program (TIP).

Unit Objective

The goal of this section is to maximize the amount of federal-aid dollars brought into the Department, so that it can efficiently and effectively improve the highway infrastructure for the taxpayers of the state.

Fiscal Year 1999 Accomplishments

- Performed 29 concurrent billings totaling \$137.4 million of federal-aid reimbursement.
- Obligated \$151.9 million federal-aid dollars for federal highway infrastructure improvements and related activities.
- Made a commitment to "Project Closeouts" by hiring a Supervising Accountant to oversee and streamline the

process. In Fiscal Year 1999, 46 federal-aid project final vouchers were processed resulting in the de-obligation of over \$800,000 in federal-aid. These funds are reallocated for other federal-aid projects. As the new fiscal year opens, there are 56 Final Vouchers that have either been submitted or will shortly be submitted to FHWA for final processing.

- Involved with the creation and implementation of the new Financial Management and project tracking system.
- Streamlined the PR-1240 (Project Authorization) process with FHWA. Projects can now be authorized, charges can be accrued, and billed for all in one step.
- Streamlined the Labor Additive (overhead factor for payroll charges) calculation process. In the past, it would take several months to calculate the new rate. The rate is now calculated automatically at the beginning of the new fiscal year.

Fiscal Year 2000 Program

- Anticipate \$156 million federal-aid program.
- Federal-aid billings should increase to approximately \$140 million.
- Use as much as \$12 million in soft match dollars, which will enable the Department to bill certain projects at 100% federal share.
- Fully fund the property acquisition of the I-195 Realignment project (\$30 million).
- Will attempt to expand the SIB program, as an enhancement to the statewide resurfacing program as a result of the Transportation Equity Act for the Twenty First Century (TEA-21).
- Initialize implementation and testing of certain modules of the Financial Management and Project Tracking System.
- Automate the project authorization agreement and modification processes within FHWA's Financial Management information system.
- Estimate closing (Final Voucher) 100 Federal Aid Projects which will "free up" (de-obligate) approximately \$2 million of Federal Obligation Authority that can be utilized for additional projects.
- Develop an indirect cost center rate and cost allocation plan under the guidelines of OMB (Office of Management and Budget) Circular A-87.

Office of Communications

The Office of Communications' primary responsibility is to effectively keep the public informed about the Rhode Island Department of Transportation. As the Department's spokesperson, the Office responds actively and rapidly to requests for information from the general public, legislature and the media, as well as generating a constant information flow via the media. The Office issued more than 100 press releases in 1999.

The Office coordinates special events that often include the Governor and the Congressional Delegation, prepares speeches, and handles all of the Department's legislative correspondence.

The Office is aggressively involved with the Governor's Office on Highway Safety on all safety issues, including creating and executing public education campaigns. This year's campaigns focused on the dangers imposed by drunk drivers and aggressive drivers, stricter penalties on adult drivers who endanger child passengers by driving drunk, stiffer penalties for breathalyzer refusal, and a \$50 penalty for failing to wear a seat belt.

This section designs and manages the Department's web site at www.dot.state.ri.us, offering easy connections to traffic-related construction updates, links to local public transportation services, descriptions of current and future construction projects, the Department's organization, news, and weather updates, as well as information on statewide programs and special events. A plan is being developed which will allow access to live highway video images via the web site.

The Office also produces the *Transportation Digest* - a quarterly newsletter that highlights Department news and events, and accomplishments of its employees - and the *Department's Annual Report*.

This year, the Office was presented with three awards from the National Public Affairs Workshop (NTPAW), a division of the American Association of State Highway and Transportation Officials (AASHTO), for excellence in the following categories:

- **Best Issues/Crisis Management** - for its Sara DeCosta Seatbelt Campaign
- **Best Audio Public Announcements**
Produced with a Consultant - for its radio campaign on .08, Child Endangerment, and Aggressive Driving
- **Best Editorial** - for a piece on drinking and driving that appeared in the *Providence Journal* in March 1999.



TROPHIES won by the RIDOT Communications Office in 1999.

Internal Audit

In 1998, Internal Audit was created as a separate section reporting to the Director of the Department of Transportation.

In 1999, this office continued to assist management in the efficient accomplishment of its stated goals by conducting independent reviews of operations to determine compliance with policies, procedures and applicable state law.

Governor's Office on Highway Safety

The Governor's Office on Highway Safety (GOHS) concentrated on pedestrian safety, underage drinking, seatbelt and child passenger safety programs in 1999. In cooperation with GOHS, law enforcement agencies helped implement public information and education programs to inform the public of Rhode Island's new seat belt law, which took effect January 1, 1999. Fifty percent (50%) of the local enforcement agencies also participated in GOHS's seatbelt and child restraint training programs.

This office funded special Rhode Island State Police projects. The projects included special emphasis on aggressive driving and 55 m.p.h. speed limit enforcement, and Driving While Intoxicated (DWI) enforcement during the holiday travel season. GOHS continued the “convincer program,” by using a mechanical device to simulate a 5 m.p.h. car crash in an effort to educate and heighten the public’s awareness of the benefits of seat belt use. In addition, GOHS conducted seatbelt enforcement programs in conjunction with National Highway Safety Initiatives.

The GOHS continued its mission to formulate public information and education programs, and legislative and administrative changes through the Rhode Island Traffic Safety Coalition, focusing on highway safety issues and helping to reduce death and injury on Rhode Island’s highways. The coalition is made up of more than 50 special interest and non-profit highway safety related groups and organizations. Members include volunteers from the American Automobile Association (AAA), Mothers Against Drunk Driving (MADD), state and local police, insurance companies, advocacy groups, hospitals, the General Assembly, the Governor’s Office, the Lieutenant Governor’s Office, the Attorney General’s Office, and the Rhode Island Departments of Health, Education, and Transportation.

Based on the Coalition’s recommendations, Governor Lincoln Almond announced six safety initiatives in December 1998 to be introduced during the 1999 Legislative Session: lowering the blood alcohol level (BAC) for adults from .10 to .08; defining aggressive driving; criminalizing refusal to submit to a breathalyzer or chemical test; a child endangerment law; an open container law for the passenger compartment of motor vehicles; and a repeat DWI offender law.

Of the six legislative initiatives set forth by the Governor, two became law in 1999: DWI Child Endangerment, and Open Container in a motor vehicle.

Fatalities in Rhode Island rose from 74 in 1998 to 88 in 1999. Most fatalities were a result of alcohol involvement and non-use of seatbelts.

Office of Legal Counsel

The Office of Legal Counsel provides legal services encompassing issues relating to the Department and/or its staff. The Office investigates and reviews all complaints, claims and demands against the Department. Staff counsel is responsible for handling all aspects of litigation with respect to condemnation and land acquisition matters, demands under the Public Works Arbitration Act, collections, bankruptcy and miscellaneous cases; and serves as in-house counsel working in conjunction with the Department of Attorney General in reference to tort litigation.

It drafts all Departmental legislation, and coordinates the tracking of other legislative actions that may have an impact on the Department. The Office of Legal Counsel is responsible for drafting Departmental regulations and procedures, and works with the numerous Departmental Divisions in developing and negotiating contracts and agreements, especially with respect to real estate and environmental issues.

In addition, the Office coordinates the release of information under the Public Access to Records Act and is responsible for responding to subpoenas. All labor grievances, arbitrations and litigation are handled by the legal staff, including participation in statewide negotiations of collective bargaining agreements.

This past year, the Office of Legal Counsel was particularly involved with the start of the historic relocation of Interstate Route 195, the Warwick Train Station and Providence Place. The Office of Legal Counsel continues its involvement in the Amtrak electrification expansion, Freight Rail Improvement Project (FRIP), bike paths, and other issues involving intermodal transportation. The input of this Office remains crucial to successfully achieving the advancement of major transportation initiatives benefitting the State of Rhode Island.

Human Resources

The Office of Human Resources has overall responsibility for administering a comprehensive human resource management program. The Office’s responsibilities are as follows:

- Providing technical assistance to Divisional Administrators ;
- Managing the personnel administration system;
- Managing Labor Relations contract administration;
- Assuring equal opportunity in program administration;
- Administering, organizing, and coordinating staff development and training activities;
- Coordinating management staff initiatives;
- Overseeing payroll and fringe benefit programs.

The Office seeks to provide and support a quality internal workplace environment for all employees.

Staff development needs are being reassessed in order to maximize the available federal highway training funds, with a special emphasis being placed on workplace and workzone safety needs. The Office recently recruited a bilingual staff member who will assist in the Department's outreach efforts to minorities and women.

1999 Accomplishments

During 1999, the Office:

- Coordinated a Summer Student Civil Engineering Employment Program where students from 12 different engineering colleges participated with seven URI students enrolling in the RIDOT/URI co-op program.
- Received approval from State Equal Employment Opportunity authorities for the Annual Affirmative Action Plan.
- Served as the lead agent among other state agencies for the administration of the State's Commercial Driver's License Drug & Alcohol Testing Program.

Transportation Operations and Construction Division

Construction Operations

The Construction Operations Section is responsible for the management of road and bridge construction and rehabilitation contracts. The Section is comprised of an administrative staff, housed on the first floor of the State Office Building, and a field staff, assigned to offices throughout the State.

The administrative staff provides the following technical support services:

- Administrative Support – provides office support to the section administrator.
- Contract Time Determination – responsible for estimates of project duration prior to the contract bid. Also follows the contract through the construction process to monitor progress and maintain estimated time of completion.
- Constructability Reviews – provides a separate review of the project plans and specifications before the project is advertised, to ensure that the project is buildable.
- Progress Payments – ensures that payments to contractors are recorded and processed in a timely manner.
- Record Keeping – maintains all construction projects records.
- Technical Support – assists with computerized contract administration, including payments, changes, and other record keeping duties.



THE ASHTON VIADUCT over the Blackstone River on Route 116 was closed for rehabilitation in 1999.

1999 Programs: Contract Time Determinations

The Department's past practice of setting short completion dates for construction contracts often put RIDOT at odds with contractors and disappointed citizens/merchants/motorists by setting false expectations. The Department was plagued with contractor claims, project time extension requests, and cash flow problems. To remedy this problem, the Construction Operations Technical Support Unit was expanded in 1995 to perform Contract Time Determinations (CTD) and Project Schedule Monitoring (PSM). A new policy was established, requiring the Construction Section to perform CTD's on all projects before a project completion date could be set.

The CTD's now allow the project engineer's estimate to be converted from unit prices to time based activities, which enables the Department to prepare a cost loaded schedule to estimate the project's cash flow requirements.

A scheduling specification was developed and incorporated into the contract documents, requiring contractors to provide the Department with cost loaded schedules and update them biweekly. This allows the Department to monitor the contractor's performance against their original schedule as well as the Department's CTD schedule. The monitoring provides the documentation needed to address contractor claims and time extension requests. During the past

fiscal year the Construction Section met with members of the industry to discuss lessons learned on the implementation of the construction scheduling. A revised specification was developed to enhance the operation of the project scheduling.

Constructability Team

The CTD/PSM process evolved into the formation of a “Constructability Team”, composed of a construction and design engineer, which is supplemented with other resources on an as needed basis. This team reviews each project with the design project engineer and the construction resident engineer to reduce the potential change orders on the project. This review not only determines if the project is buildable, but whether or not it adds to existing traffic constraints.

Cost Accounting System

The Record Keeping Unit developed a new cost accounting system to better track project costs. Under the new Highway Acts, projects are funded from many sources making it difficult to track them. The new system has the ability to track a contract item of work by location, funding source, and contractor resources.

Inspections

The Section has increased its in-house training programs with concentration in the areas of concrete construction and asphalt pavements. The initial goal of this program is to establish specialized units to aid in the inspection of work in these areas.

Output Measures

During past years RIDOT has been criticized for allowing project costs to escalate. Under the current administration the Construction

Section has instituted a revised set of procedures for the approval of Change Orders (the mechanism which modifies the cost of a project). As a result of this action the percent of increase to contracts is now better controlled. In the three years prior to 1994, the average percent change was in the neighborhood of 27%. It is now in the 10-11% range (this office anticipates '97, '98 and '99 increases to be in the 10% range).



CONSTRUCTION OF A NEW I-95 Southbound exit ramp in Downtown Providence started in 1999. The ramp delivers traffic to Providence Place, formerly Kinsley Avenue.

1999 Construction Projects:

The Department's calendar year 1999 program addressed the following projects organized by management districts:

DISTRICT 1

PROJECTS SUBSTANTIALLY COMPLETED

Carolina Railroad Bridge, Charlestown
Reconstruction of Route 44, Smithfield
Rehabilitation of Blackstone Street Railroad Bridge and Kendrick Street Pedestrian Bridge, Woonsocket
Replacement of Mill Street Railroad Bridge, Providence
Resurfacing of Interstate Route 295, Phases 2 and 3, Warwick/Cranston/Johnston
Resurfacing of Route 104, North Smithfield and Smithfield
Statewide Crack Sealing
Micro Resurfacing - Block Island
Statewide Chip Sealing
Emergency Repairs to I-295 bridge over the Blackstone River

PROJECTS UNDERWAY

Rehabilitation of the Court Street Bridge, Woonsocket
Rehabilitation of the J. Russo Memorial Bridge (Ashton Viaduct), Lincoln and Cumberland
3R Pawtucket Avenue and Walcott Street, Pawtucket
Replacement of the Woonasquatucket River Bridge, Smithfield
Market Square Pavilion, Woonsocket
Replacement of the Kenyon Shannock Railroad Bridge, Charlestown

PROJECTS AWARDED 1999, WORK TO BEGIN IN 2000

Resurfacing of Tunk Hill Road, Scituate
Resurfacing of Routes 5, 7, and 146, Smithfield and Lincoln
Replacement of the Ponagansett Bridge, Scituate
Resurfacing of Elder Ballou Road, Woonsocket and Cumberland

DISTRICT 2

COMPLETED PROJECTS

Reconstruction of County Road, Barrington
Improvements to Route 10 and Park Avenue, Cranston
I-195 Stormdrain Detention Basins, Providence
Statewide Bridge Washing
Route 6/10 Interchange Joint Rehabilitation, Providence
Washington Secondary Bike Path, Cranston
Improvements to Route 6, Johnston

Westminster Street Resurfacing, Providence
Atwood Avenue/Fletcher Avenue Resurfacing, Cranston
Crandall Road Resurfacing, Tiverton
Pippin Orchard Road Drainage and Resurfacing, Cranston
New Meadow Road Drainage and Resurfacing, Barrington
Statewide Pavement Striping (four contracts)
Newport Secondary Track Repairs, Newport and Middletown

PROJECTS STARTED

Phenix Avenue Reconstruction and Bridge Replacement, Cranston
Newport Marine Facilities, Newport
South Water Street, Providence
Route 10 Huntington Overpass, Providence and Cranston
ADA Improvements to Memorial Boulevard, Newport and Middletown

ONGOING PROJECTS

Wakefield Street, West Warwick
3R Post Road, Warwick

DISTRICT 3

PROJECTS SUBSTANTIALLY COMPLETED

Ramp D-DE and Dean Street Widening

Drilled Shafts

New Downtown Providence Ramps from I-95 and Routes 6/10

Stony Lane Railroad Bridge

South County Bike Path - Contract 1

3R Improvements to Broad and Main Streets, Westerly

Westerly Maintenance Facility Wetlands Restoration

Resurfacing of Routes 3 and 78

ONGOING PROJECTS

Memorial Boulevard and Francis Street

Projectwide Landscaping

Ramp RV-AD and AC/AD Widening

South County Bike Path Landscaping

1R Highway Safety Improvements to Route 108

ELECTRICAL UNIT

PROJECTS SUBSTANTIALLY COMPLETED

Signals Route 117 and Route 1, Warwick and Westerly

Statewide Resurfacing, Middletown

Post Road Signals, North Kingstown

Signal Upgrade Routes 4 and 1, North Kingstown

Mineral Spring Avenue, North Providence

Smith Street/Route 44, Providence

Newport Avenue Signals, East Providence

Statewide Drainage Improvements

Traffic Control Route 44, Providence

Route 136, Bristol and Warren

Traffic Control, East Bay Signals, Middletown and Portsmouth

Beavertail Road, Jamestown

Union Street, Portsmouth

Statewide Signals

ON GOING PROJECTS

Traffic Signal Contract 2B, West Bay/Statewide

Traffic Improvements Route 114, Bristol, Warren, Middletown

America's Cup Avenue, Newport

Statewide Traffic Signals, Charles-

town, Westerly, Warwick, East Providence

Traffic Signals Route 108, Narragansett

Monitoring Stations Interstate Route 95

West Main Road at Stringham, Portsmouth

Traffic Signal Modifications, Statewide

Woonsocket Municipal Signals, Woonsocket

Apponaug Four Corners Intersection Reconstruction, Warwick

Route 78 at Route 1, Westerly

Fiscal Year 2001 Program:

The Department is planning a \$120,000,000 construction program next year (calendar 2000) which will be administered by the Construction Section.

Maintenance Operations

An important maintenance activity that preserves highway pavement is crack-sealing. The Department did not have a significant crack-sealing program for many years. During the 1999 construction season, crack sealing projects totaled over \$466,000. Pavement overlay projects, which were administered through Construction, placed more than \$10.9 million dollars worth of new pavement on the roadways. The Department's bridge washing contract was completed this year. All major overpasses on the interstates have been cleaned.

For many years, positions that became vacant in the Division of Maintenance were left unfilled and then abolished. Positions are now being approved, funded and filled.

In addition to filling vacancies, Maintenance has programmed \$1.3 million per year for the replacement of equipment. During the past year, the following equipment was purchased:

- Three Stetco catch basin cleaners
- One bucket truck
- Nine cement mixers
- Four power washers
- Eight compressors with/jackhammer
- Two passenger vehicles
- Six utility vehicles
- Five arrowboards
- Four chippers
- One trash pump
- Seven calcium chloride tanks
- Twenty-four pickup trucks
- Six 6-wheel mason/contractor trucks
- Four bridge inspection trucks
- One welding truck
- Fifteen walk-behind mowers

The increased emphasis on improving the aesthetics of the state's roadsides has continued. To this end, the following actions were taken:

1. The Division entered into the second year of a federally funded demonstration contract to sweep the interstate system and some other associated primary highways. The contract enabled the Division to keep the highways cleaner, as well as freeing resources to be utilized elsewhere.
2. In conjunction with the sweeping contract, cleaning of drainage structures on the interstate and other controlled access highways was included. The contract enabled Maintenance to clean structures that had not been cleaned for years. Some structures had not been cleaned since they were built.
3. The anti-litter program continued, with RIDOT working cooperatively with the Department of Corrections, which has added crews. This was made possible when Administration made additional funding available to reimburse for crews and to purchase additional vans to transport inmate work crews.
4. Work was again increased under a contract to spray roadsides to rid the highways of weeds, vegetation, etc. This year chemical weed control was applied to 276 miles of roadway and ramps.
5. During the past year, additional resources were directed to the interstate system. Work along the slopes and embankments in Providence and Pawtucket is evident. Ugly vegetation was cleared from the slopes and roadsides. Some of the areas had not been addressed since the interstate highways were built.

Output Measures

Calendar year 1999 efforts resulted in the following accomplishments:

- Bridge Inspectors performed 472 bridge inspections plus an additional 173 structures less than 20 feet in length during the year.
- Inmate work crews addressed 3,449 miles of roadsides, some of these were areas cleaned almost weekly.
- Sign crews installed 3,550 signs or delineators.
- Sweeping totaled 3,269 swath miles.
- 397 miles of sidewalks were swept.
- 318 miles of brush were cut.
- Roadside grass cutting measured 3,120 swath miles.
- Approximately 24,668 potholes were repaired.
- 35,565 feet of drainage ditches were cleaned.

- 23,078 feet of drainage lines were cleaned with the sewer jet.
- 2,422 catch basins were cleaned.
- 332 catch basins were repaired.
- 4,810 miles of highway were swept and 198 catch basins were cleaned.
- The interstate and roads throughout the state were swept once a month.

Intelligent Transportation Systems

The Rhode Island Department of Transportation (RIDOT) continues to invest in Intelligent Transportation Systems (ITS) in order to manage increased congestion and improve air quality on state roads. In February 1998, RIDOT completed construction of the Transportation Management Center and began transitioning personnel into the facility to work on startup operations and to negotiate a professional service contract.

The Transportation Management Center (TMC) provides a hub for data collection and traffic management and leads the effort in implementing intelligent transportation systems to better manage Rhode Island's existing transportation system.

At present, the TMC operates Monday through Friday from 6 a.m. to 6 p.m. It is staffed using a combination of personnel from the public and private sector. A consulting contract, authorized by the Federal Highway Administration to develop the entire program from a statewide diversionary route plan to the installation of up to 100 cameras, is providing useful guidance to enable RIDOT to avoid mistakes, and be a most cost effective operation. TMC support personnel operate eight portable dynamic message boards, four highway advisory radios, a roadway weather monitoring system, two closed circuit video surveillance cameras, and regional information exchange network. Twenty-seven closed circuit video surveillance systems are being added to the system and will be operational in the Spring 2000. An additional highway advisory radio will be deployed at the Richmond Visitor's Center by the beginning of the 2000 summer tourist season.

Variable Message Systems

The TMC manages eight portable variable message boards. The boards are centrally controlled at the TMC, distinguishing them from traditional construction display signs. Design is underway to add 11 permanent overhead variable message boards to the system. Once the permanent system is installed, the portable system will be deployed further away from the Providence Metropolitan for information processing on major roadways leading to the State's Capitol Center.

The Department is presently evaluating capacity for the installation of several of the permanent overhead dynamic boards on existing structures that are capable of handling the weight of two signs installed in opposite directions for maximum coverage.

Institutional Cooperation and Regional Coordination

The TMC is working with the Connecticut Department of Transportation and the Massachusetts Highway Department to secure a grant from the I-95 Corridor Coalition to study the issues involved with sharing dynamic message boards across state borders. It is recognized that the effect of traffic crossing borders prompts a cooperative action. Other cooperative efforts are directed at local cities and towns and involve a comprehensive statewide diversionary routing plan that will enable the shared use of resources during planned and unplanned incidents.

Highway Advisory Radio

The TMC successfully operates three highway advisory radio transmitters on I-95 at Route 2, I-95 at I-195, and I-295 at Route 146.

The transmitters allow RIDOT to broadcast messages on frequency 1610 AM within a three mile radius. The transmitters can handle multiple messages, can be sequentially timed, and most importantly, can be activated remotely.

The two permanent radios, located on I-95 and on I-295 at Route 146, were purchased by the I-95 Corridor Coalition as part of a regional test of Highway Advisory Radios (HAR) effectiveness. The third was purchased as part of RIDOT's initial ITS investment. In keeping with the mainstreaming of ITS in the Department's overall planning process, RIDOT has secured two additional highway advisory radios to provide coverage in the Providence Water-place Park area, as well as at the Richmond Visitor's Center in the southern part of the State. The TMC personnel continue to evaluate the effectiveness of this equipment in order to make additional HAR acquisitions.

Closed Circuit Video Surveillance Intelligent Transportation System

RIDOT will have installed 27 closed circuit video surveillance systems on I-195, I-95, and Rte. 10, as well as three on the Improved Ramp Project in the Memorial Boulevard section of Providence. RIDOT's CCTV system is unique in that it incorporates "Traffic Vision" software developed by NESTOR, a Rhode Island based company. The software enables RIDOT to use the cameras for incident surveillance, traffic counts, and classification. This system eliminates the need for loop detectors in roadways where it is not feasible to maintain this type of detection equipment. The three cameras being installed in downtown Providence will work with an upgraded signal system, enabling TMC operators to better manage traffic during peak hours, special events, or unplanned incidents. Following the camera installation, a plan will be developed to enable access to the cameras on RIDOT's internet web site.

Remote Monitoring

The TMC has initiated "RhodeWatchers" - a remote-siting program that consists of RIDOT volunteers who travel the same route daily, reporting conditions on the road to the TMC operators. This program provides valuable information concerning roadway conditions in areas where the Center has no visual. The volunteers are selected on their commuting route and time of commute to assure adequate coverage of major routes leading in to Providence. The program is being evaluated with the expectation that it will expand once the cameras are on-line and incident verification will insure effective deployment of support services.

Incident Management

Because multiple agencies and jurisdictions are involved in incident management, the TMC is leading the effort to improve the program. New initiatives have involved training in unified command, as well as regularly scheduled meetings following major incidents to review and revise procedures. More than 30 representatives from multiple agencies and the private sector are taking part in the meetings and training.

Technical Support

The TMC acts to manage the informational flow process that includes gathering, synthesizing, and disseminating information on roadway conditions and on other transportation modes. The TMC is in the lead in maintaining control of knowledge and sharing that knowledge within the RIDOT on the ITS systems presently evolving in the volatile world of ITS. The TMC participates in meetings involving the evaluation of new technologies and provides a "voice" toward insuring the compatibility of systems as they are incorporated into the overall transportation program.

Arterial Signal Systems

The Department is designing signal upgrades throughout the state. The upgrades are intended to synchronize signals and interface the signal controllers with the TMC. Operators will then be able to - based on pre-planned diversionary routes and pre-planned timing schedules - control the signals from the TMC during major congestion caused by special events or incidents. The cameras will ensure the effectiveness of the overall ITS statewide plan. Upgraded signals that are on primary routes, for example, will be managed from the TMC by operators who can take control of the signals to eliminate the "stop and go" that contributes to increased traffic congestion during incidents. Diversionary routes, such as Bald Hill Road, will also have enhanced arterial signal systems coupled with camera surveillance that will link back to the TMC.

Materials

Over the last few years Materials experienced the positive effects of TEA-21 and an increase in the amount of work monitored.

Two additional asphalt plants were established: Tri-State and LoRusso; and one more concrete plant: Material Sand and Stone. A Portland cement supplier was removed from the approved list due to non-compliance with the specifications.

The increase in workload is evident by the number of central laboratory tests performed. They have increased from 2,363 in 1997 and 3,605 in 1998, to 3,778 in 1999 (an increase of almost 60 % over 1997). These 3,778 samples resulted in 25,121 tests (74 tons of material). The lab personnel performed these tests as well as removed and transferred the material to the dump.

One measure of the section's work is related to the amount of asphalt produced. The amount of tonnage went from 197,400 in 1997, to 456,600 in 1998, and to 300,665 in 1999 (a 52 % increase from 1997.) Non-Class I-1 work (to exclude any possible overlay differences) increased from 55,258 tons in 1997, to 82,160 tons in 1998, and to 97,703 in 1999 (almost a 77 % increase since 1997.)

Another measure of work is related to the amount of concrete produced. The amount of yardage went from 9,730 in 1997, to 18,297 in 1998, and to 25,588 in 1999 (a 163 % increase from 1997.)

From review of the Independent Assurance testing for plants 95.6% of the concrete and 86.4% of the asphalt testing was in tolerance for round-robin testing. Upon subsequent review, all testing was found to be in compliance with the specifications.

The coring crew cored 731 cores in 1999: 454 preliminary engineering cores, 108 final cores, 117 special project cores (i.e. research, density or other failures, dispute resolution, etc.) and 52 nuclear gauge accuracy experiment cores.

We continued to work on plan reviews, certificates of conformance for projects and on the two specifications and procedures committees.

Fiscal Year 1999 Accomplishments

American Association Of State Highway And Transportation Officials (AASHTO)

RIDOT received AASHTO Accreditation for the year. Accreditation requires participating in laboratory inspections, round robin testing, and documentation of laboratory policies, organization, calibrations, proficiency, etc. Accreditation by AASHTO was required as of 1997.

AASHTO Subcommittee On Materials (ASOM)

Many RIDOT specifications are directly related to the AASHTO



ANNUAL MEETING: In 1999 RIDOT Materials hosted the Annual Meeting of the AASHTO Subcommittee on Materials. The group is seen here at Eisenhower House at Fort Adams in Newport.

Materials Specifications. Materials worked on the 1999 Interim Standard and 20th edition of the AASHTO Subcommittee on Materials Specification and Test Standards.

The Chief of Materials has been elected as Vice-Chair of the subcommittee for Region I, and has been appointed as the ASOM liaison on the National Quality Initiative (NQI).

Work on this committee is critical to ensure that specifications are complete and meet RIDOT's needs. During the past year, Materials' staff has chaired Task Forces on Strategic Planning of the Subcommittee, on Nuclear Testing of Materials and also chaired Technical Section on Hydraulic Cements and Pozzolanic Materials. Work on the nuclear testing standard by Jan Bak resulted in a new, recently approved AASHTO Standard.

In 1999 RIDOT Materials hosted the Annual Subcommittee on Materials' meeting. This was the largest materials' meeting ever attended, and all participants were pleased with the way the meeting was run. In a closing survey, all but two of the participants rated RIDOT staff 'excellent' (two people said excellent plus), the other two rated RIDOT staff 'good.'

New Federal Mandate for Qualified Technicians

In 1999/2000, Materials devised a program for qualification of technicians and began to qualify them. Many are presently qualified before the Federal Deadline of June 30, 2000.

Specifically:

New England Transportation Technician Certification Program	RIDOT Qualification Program (developed and instituted in 1999)
Asphalt Plant	5
Concrete Plant	3
Asphalt Paving	5
Asphalt Plant	6
Soils & Aggregate	4
Precast Plant	1

RIDOT Materials also worked on task forces related to the New England Transportation Technician Certification Program.

New Federal Mandate for Qualified Laboratories

In 1999/2000 Materials devised a program for qualification of laboratories and began to qualify them. Most will be qualified before the Federal Deadline of June 30, 2000.

Strategic Highway Research Program (SHRP)

The first SHRP Mixture was placed on a Department Project. The first in the state was done last year with the Department and the cooperation of the City of Providence and their consultants.

Amtrak Safety

Thirty field, plant and office personnel were certified.

Highway Assessment Committee

- Crackseal project - Continued maintenance.
- Surface Seal - Developed specification and issued contract documents for 2000 applications.

High Performance Concrete (HPC)

Produced initial design and trial batch of HPC.

Drilled Shaft Concrete

Designed and used drilled shaft concrete in 1999.

Freight Rail Improvement Project (FRIP)

Monitored and reviewed design process; initiated discussions on quality assurance contract and construction practices; conducted on-site evaluation of current conditions (coring crew - rebar locations).

Traffic Markings

Used the reflectometer purchased in 1998 to evaluate markings for current reflectivity values and thickness for new contracts.

Asphalt Pavements

Began discussions with FHWA and a few contractors to place a vulcanized (FHWA Patented) asphalt rubber on a project at no additional cost to the State.

State Employees Charitable Appeal

John Martucci, Engineering Technician III, and Paul Carrier, Engineering Technician II, received Governor's Citations for Exceptional Effort and Commitment to the 1998 SECA Campaign (only three given statewide). They helped the campaign as Ambassador Assistants (the only two in the state), and also performed this work for the 1999 Campaign.

Mark Felag, Chief Civil Engineer/Materials, received a proclamation for work on the SECA State Advisory Committee.

Survey

The Survey Section is responsible for providing precise survey and statewide construction stakeouts for construction projects. This Section is also in charge of disseminating survey information pertaining to highway plats, field books, legal descriptions, and geodetic control data to professional land surveyors, civil engineers, and the public.

Major Milestones - FY 1999

- Updated Survey Proposal Forms for use on Preliminary Engineering Projects, including the Proposal To Provide Surveying Services and the Proposal To Provide Aerial Photogrammetry and Mapping Services.
- Updated information for the procurement of Global Positioning System (GPS) hardware and software, made a concentrated effort to integrate GPS and GIS technology in positioning, vehicle tracking, ice removal, inventory projects and traffic signs.
- Planned and scheduled survey training classes to begin in March 2000. The courses, Introduction to Land Development Desktop, and Land Development Desktop Survey, will provide Survey employees with the technical expertise needed to maintain a highly qualified and motivated work force.

Final Review

The Final Review section is a multi-functional unit that has been expanded to include: review of records, monitoring and inspection efforts, winter training and supportive services to other sections.

This Section is responsible for review and verification of quantities of all contract items and to ascertain the validity of payment of certain entries based on standard specifications and the special provisions of each contract. In addition, this Section is responsible for the monitoring and inspection of Federal Aid Highway Projects in accordance to the Internal Oversight Agreement with the Federal Highway Administration.

These efforts are accomplished by:

- Monitoring and inspecting construction projects to ascertain adherence or compliance to established state and federal standards and guidelines.
- Coordinating with various sections and personnel in order to develop procedures and programs which will result in more effective and efficient methods and procedures.
- Establishing procedures to insure the uniformity and consistency in the application of methods, specifications, interpretations and compliance to the Rhode Island Standard Specifications, RIDOT Procedures for Uniform Record Keeping and the Manual on Uniform Traffic Control Devices.
- Following up on previous review findings and recommendations relative to reviewers' findings, inspection findings, safety reviews, or other issues.
- Planning, coordinating and implementing the necessary measures to provide an effective program of instruction for the Division's Winter Training Seminar.

Work Zone Safety Patrol

This Section developed modified procedures and guidelines to improve the efficiency and effectiveness of the Work Zone Traffic Control Safety Patrol. Changes have resulted in increased response time, additional coverage and significant savings in cellular telephone usage.

Seven Finals personnel were certified as Work Zone Traffic Control Supervisors by the American Traffic Safety Services Association (ATSSA).

The Work Zone Safety Patrol has continued to monitor all Work Zone Control on Consulting Engineers' fieldwork. The efforts of the Work Zone Safety Patrol have contributed significantly to the quality of work zone traffic control in Rhode Island.

Winter Training Seminar

This year, members of the Finals' staff coordinated and completed the Operations Division's annual Winter Training Seminar. A variety of construction-related subjects were covered with an emphasis on safety. By increasing the training for personnel, these courses have raised the quality of RIDOT's highway construction projects.

Engineering Division

Design

The Design Section is responsible for the preparation of engineering plans, specifications and estimates for the construction and reconstruction of Rhode Island's state-owned and maintained highways, bridges, traffic signal systems, and bicycle and pedestrian paths. This work also includes coordination with the Rhode Island Department of Environmental Management, the Rhode Island Coastal Resources Management Council, the Rhode Island Historical Preservation Commission, all 39 cities and towns and various citizen advocacy groups. The Design Section coordinates with various Federal Agencies, notably the Federal Highway Administration, the Army Corps of Engineers, the U. S. Coast Guard and the U. S. Environmental Protection Agency. The Design Section is also responsible for producing landscape designs for safe highways, providing staff for the Scenic Highway Board, and the review of Utility Permits, Land Sales Requests and Physical Alteration Permit Applications (PAPA).

The Design Section successfully advertised and bid-opened 61 projects with an amount of \$70,755,879 in total construction costs. For 1999, this office also processed 147 Physical Alteration Permit Applications (PAPA).

Major Accomplishments include:

• Improved Access from I-95 (Road/Bridge) - 7 contracts	\$20,000,000
• I-195 (C-1) South Water Street	\$4,500,000
• Route 6 Improvements, Johnston	\$2,200,000
• I-95 Rumble Strips (25 miles)	\$75,000
• I-295 Improvements - 2 contracts	\$5,300,000
• Washington Secondary Bike Path - 2 contracts	\$2,200,000
• 1R Projects, Statewide - 5 contracts	\$4,500,000
• Resurfacing and Drainage Projects, Statewide 7 contracts	\$3,000,000
• Crack Sealing - 2 contracts	\$330,000
• Micro Surface Seal Project, Block Island	\$425,000
• Rubberized Chip Seal Project	\$400,000
• ADA Improvement Project	\$460,000
• Landscaping Projects - 5 contracts	\$885,000
• I-195 Stormdrain Detention Basins	\$938,000

Bridge

The Bridge Engineering Section is responsible for the development and supervision of the engineering/design of Rhode Island highway bridges. Presently, there are more than 200 bridges in various stages of design. These bridges are either stand-alone contracts as listed below or are to be constructed as part of highway projects. The work involves coordination with consulting engineers and the following agencies: Federal Highway Administration, U.S. Coast Guard, the Historic Preservation Commission, Army Corps of Engineers, Rhode Island Coastal Resource Management Council and the Rhode Island Department of Environmental Management.

The following bridge projects amounting to \$28 million were advertised for construction in 1999:

1. Mill St. Bridge #979
2. I-195 South Water Street
3. Route 6/Route 10 Bridge Joints
4. Huntington Viaduct #665

5. Ramp RV-AD Contract 4
6. Roger Williams Ave. Bridge #923
7. Woonasquatucket Bridge #144
8. Ponagansett Bridge #174
9. Six Corners Bridge #451
10. Newport Marine Facility
11. Gansett Avenue Bridge #328
12. Point Street Bridge Painting

In addition, this Section continued with the development of plans for the Washington Bridge No. 200, Barrington and Warren Bridges, Sakonnet River Bridge and the bridges on Interstate 95, Interstate 195 and Interstate 295. The section is now handling the entire RI Freight Rail Improvement Project (FRIP) which consists of modifications or replacement of about seven structures, as well as numerous linear feet of walls and railroad tracks. These, and several other bridge projects, are scheduled for construction in 2000 and 2001.

The Bridge Section Engineers review Overweight Vehicle Permits for the Registry of Motor Vehicles, Amtrak's Northeast Corridor Electrification Project, the Quonset Point/Davisville Highway System and their bridges. The Bridge Section is involved with many of the ongoing construction projects, such as the Washington Bridge #700, Court Street Bridge, I-95, and the Joseph A. Russo Memorial Bridge #275.

Traffic & Safety Management

The program to install smart, interconnected, closed-loop, traffic signal systems continues. Construction has begun on the following arterials:

- Memorial Boulevard, Providence
(10 intersections)
- Route 114, Bristol, Portsmouth, Middletown
(19 intersections)
- Route 108, Narragansett
(8 intersections)

This program provides RIDOT with the ability to control traffic signal timing from a central location in Providence. Objectives of the program are to promote greater response to traffic demand during off peak periods while enhancing congestion management during periods of heavy traffic volume.

The annual program for statewide pavement markings (striping) was also accomplished. Four projects proceeded to contract in 1999 (North/East Bay, Central, South, and Limited Access Highways). These projects were the first to apply durable pavement markings (epoxy) on a statewide basis.

Also completed in 1999 was a Hazard Elimination project in the City of Providence. The intersections, which will be modified, are:

- Pitman Street at Gano Street
- North Main Street at Branch Avenue
- North Main Street at Randall Street

To meet obligations to the Federal Highway Administration, under the Highway Performance Monitoring System, yearly reporting of highway statistics must be submitted by June 15th of each year. In order to insure this reporting is done in a timely way, the Traffic & Safety Management Section has been conducting a program of placing remote traffic monitoring stations. In 1999, 17 remote stations were constructed. These were a mixture of Weight-In-Motion, Traffic Volume, and Speed Monitoring Stations.

In 1999, the Pavement Management Team performed inspection and computer analysis. This work, which is aided by bi-annual video logging of Rhode Island highways, produces yearly pavement condition reports, and makes recommendations on treatments which can extend the service life of existing roadway surfaces.

Future planning in the Traffic & Safety Management Section includes:

- Selection of additional routes for expansion of the arterial, closed-loop system network;
- The beginning of rehabilitation of major destination signing on all limited access highways;
- Additional Hazard Elimination projects at selected intersections;
- Continued statewide pavement marking applications using durable material;
- Video logging of the highway system for use in Pavement Management.

Research & Technology Development

The Research and Technology Development (R&TD) Section has primary Departmental responsibility for scientific and engineering research, product evaluation and technology transfer, engineering review of prospective highway and bridge projects, and geotechnical review and consultation on subsurface foundation design and environmental contamination issues. The Section also, at the request of the Chief Engineer, undertakes certain additional projects that require specialized experience or expertise.

Research Program

The Section administers all aspects of the RIDOT research program. It has organized a RIDOT Research Advisory Committee (RRAC), composed of members from this and other RIDOT sections. Through the RRAC, the Section coordinates recommendations for the selection of research topics and the appointment of a technical panel to monitor the progress of each research project. In conjunction with the technical panel, the Section monitors the progress of the work, and at its conclusion, makes recommendations for the implementation of the research findings. Research projects are carried out by R&TD or other RIDOT personnel or by the University of Rhode Island. The Section also is involved in regional and national research.

The managing engineer of the section is chairman of the Advisory Committee of the New England Transportation Consortium (NETC). Other members of the section, as well as personnel from other RIDOT sections, serve on NETC technical committees. National involvement includes membership on the American Association of State Highway and Transportation Officials (AASHTO) Research Advisory Committee and on the AASHTO Standing Committee on Research. Through these memberships, the Department is an active participant in determining the direction of national research.

Product Evaluation

The Product Evaluation Unit of the Section evaluates all new products, technologies, processes, and equipment for use on RIDOT construction projects and maintains a listing of approved products and vendors. In coordination with the Construction Section, the Unit determines the disposition of contractor requests to use proprietary products on RIDOT projects. The Unit performs non-routine chemical analysis of all types of materials. It is responsible for evaluating paints and other coatings and participates as a member of the Northeast Protective Coatings Committee. The unit also serves as part of the technology information center of the Department, planning and organizing various workshops and seminars.

Engineering

The Engineering Unit provides technical support to the Design, Construction, and Maintenance Sections. It infuses new technologies, materials, processes, etc. Section engineers review the plans of all proposed highway and bridge construction projects, draft and review job-specific and standard specifications, and provide unique Departmental expertise in Portland cement concrete and asphalt pavement technology.

Geotechnical

The Geotechnical Unit performs the Department's primary geotechnical, geohydrologic, and subsurface environmental review of proposed projects. This includes assessment of structure foundation design as well as the review and

assessment of soil and groundwater contamination issues. Section staff members have been instrumental in introducing geosynthetics, reinforced earth, and mechanically stabilized earth retaining wall technology to the Department.

Pavement Preservation

The Section has been assigned the responsibility for the Department's pavement preservation program. A crack sealing program is up and running. Rubberized chip seal projects have been initiated. Several roads on Block Island have been microsurfaced. Roads are being selected for future rubberized chip seal, microsurfacing, and paver placed surface treatment projects. To improve the efficiency of the pavement preservation program, the section is working with the Management Information Systems Section to consolidate the data bases of the various sections and, where possible, to incorporate a Geographic Information System.

Policy & Planning Division

The Policy & Planning Division consists of two sections: Transportation Systems Planning and Programming, and Intermodal Project Planning. The Transportation Systems Planning and Programming Section is composed of three units: Capital Programming, Systems Planning Support and Transportation Systems Planning. The Project Planning Section has three units: Rail/Bicycle, CMAQ/Enhancements/Water Transportation, and Community Affairs.

Capital Programming/Systems Planning Support Units

The Capital Programming and Systems Planning Support Units work hand in hand in developing and monitoring a fiscally responsible Capital Program which is delivered on time and within budget. The Capital Programming Unit is charged specifically with developing the Six Year Capital Transportation Improvement Program and Capital Budget for the Department. The Unit works with Statewide Planning to develop and monitor the three year State Transportation Improvement Program (TIP) and the long-range Ground Transportation Plan. In addition, the Capital Programming Unit is responsible for ensuring that the State's TIP remains within budget and complies with all air quality conformity requirements. The goal of the Unit is to develop and monitor the RIDOT Capital Transportation Program which best meets the transportation needs of the State's citizens and remains within the financial resources available to RIDOT.

A key product of the Capital Programming Unit is the Transportation Improvement Program (TIP). Through a cooperative effort with Statewide Planning, the new TIP was developed to allocate the funds coming to the State of Rhode Island from the Federal Highway Administration through the Transportation Equity Act for the Twenty First Century (TEA-21). This TIP focuses on projects designed to preserve and manage existing transportation resources while providing funds for economically important new transportation projects including the Relocation of I-195, the Civic Center Ramp, the Quonset Access Road, and the Third Track projects.

The Systems Planning Support Unit monitors RIDOT capital projects to ensure that projects are consistent with available financial resources. Strategies are developed for controlling project expenditures and managing State and Federal capital funds to improve cash flow. Systems Planning Support also analyzes, develops, implements and manages projects to bring improved management methods and tools to RIDOT, including the development of a new Financial Management and Project Tracking System.

Capital Program/System Support Units Accomplishments

- Succeeded in incorporating Department's interests into the Statewide Transportation Planning activities.
- Completed Phase I (planning study) of the Financial Management and Project Tracking System (FMPTS) project which will result in the installation of a fully integrated financial management system within RIDOT.
- Secured financing of FMPTS implementation.
- Produced weekly and monthly reports on the financial position of the Department.
- Managed the Highway Fund's cash flow in a fiscally responsible manner.
- Updated the State Transportation Demand Model with the newest revised software in cooperation with Statewide Planning, to prepare for the upcoming year 2000 census data as it becomes available.
- Completed conformity and project level air quality analysis on major projects such as the I -295 access to the State Central Landfill, and the Warwick Train Station ,as scheduled in cooperation with the Department of Environmental Management's Air Resources Division and the Department of Administration / Division of Planning.
- Implemented a new approach to project programming called Study and Development, to evaluate projects new to the TIP. An evaluation report, with recommendations for implementation of the projects in the Study and Development category was developed, presented to the Transportation Advisory Committee (TAC), and distributed to the chief elected officials, planners and public works directors in the affected communities for comment.
- The department worked closely with Statewide Planning in the development of criteria for evaluation of TIP projects as part of the outreach efforts of the TAC.

- Developed a proactive public outreach strategy and meeting format in cooperation with the Division of Planning for meetings to be held in January on the solicitation of new projects for the TIP. This strategy included regional meetings throughout the State providing comprehensive community based information about the TIP process.
- Developed a new evaluation process for Congestion Mitigation Air Quality (CMAQ) proposals for the upcoming solicitation for new projects. Criteria used by other states and regional planning organizations were re-researched and consolidated into a format that was applicable to typical project types that are anticipated.
- Participated in the Metropolitan Planning Organization (MPO) Certification Process conducted by a regional team from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Environmental Protection Agency (EPA). The state's planning process was determined to be in conformance with all federal requirements as a result of this certification review.

Transportation Systems Planning Unit

The Transportation Systems Planning Section provides for the various planning needs of the Department, including long range planning, community planning, intermodal planning/programming activities, and system performance monitoring.

Under long range planning, a major effort will be corridor capacity preservation/access management. The Congestion Management System (CMS) plan has identified presently congested, as well as corridors with potential for congestion over the next 20 years. Coordinated efforts by staff and local municipalities will be required to minimize congestion in the identified corridors as well as to protect other corridors from receiving displaced congestion.

As municipalities update their comprehensive plans, the Section will review the plans for circulation, land use and other factors that impact upon the transportation system. The Section will also coordinate the departmental review of each updated plan.

The Section manages the FTA program for the State, as well as the financial portion of the Local Rail Freight Assistance (Federal Railroad Administration) program. Activities include preparing the necessary planning documents to assure access to grant funds, grant writing, quarterly progress and financial reporting, and grant closeout. The Section also monitors the transit bond program that provides matching funds for the design and construction of facilities and the purchase of buses.

System performance monitoring includes periodic updates of the CMS plan, the Public Transportation Facilities and Equipment Management System (PTMS) plan, management of system integration, and submission of annual FHWA data reports.

Transportation Systems Planning Accomplishments

- Drafted the first Pedestrian Safety Plan.
- Updated the PTMS plan for transit projects to be incorporated into the proposed transit TIP for FY 2001 - FY 2003.
- Began preliminary data collection for the update to the CMS.
- Drafted policies and procedures for undertaking a Corridor Capacity Preservation/Access Management program for RIDOT.
- Updated the policies and procedures manual for managing the FTA program at RIDOT.
- Staff, with assistance from Management Information Systems (MIS), provided Geographic Information Systems (GIS) mapping for the Department of Human Services (Welfare to Work), the Governor's Commission on Disabilities (work-related transportation needs), and the Northern Rhode Island Private Industry Council (work transportation patterns of clients placed into work sites).
- Submission of the annual data reports to the FHWA was completed, printed and distributed.

Intermodal Project Planning Section

The Intermodal Transportation Planning Section develops and implements projects in the area of rail, water, and

bicycle pedestrian transportation. This section is responsible for developing an integrated transportation system that provides convenient connections between all modes of transportation. In order to facilitate this objective, the Division has Rail, Bicycle, and Water Sections. This Division is also responsible for the Transportation Enhancement Program, air quality initiatives set forth under the Congestion Mitigation Air Quality Program and through the Community Affairs Office, by providing service support with public outreach programs within the Department. The following provides details for each of the sections:

Enhancement Program Accomplishments:

- 51 additional Enhancement Projects were programmed in the TIP for funding. These projects were selected through an application process which began in February and March 1999 with widely advertised public solicitations.
- A total of 126 applications were received from agencies, groups and interested citizens from 34 of the 39 cities and towns in Rhode Island. They were reviewed by the Transportation Enhancement Advisory Committee (TEAC).
- In June 1999, the TEAC forwarded its recommendations to the State Planning Council (SPC) for action. After SPC action, on October 14, 1999, the TEA-21 Program of Enhancement Projects was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This program provides for nearly \$15 million as Enhancement Projects through 2002.

Construction

The following Enhancement Projects reached important construction milestones in 1999:

- Market Square Common in Woonsocket - Construction started in Spring 1999
- Memorial Park Walking Track in the Town of Johnston - Construction started in early 1999
- Centredale Roadway Enhancement/Rte. 116 Village Landscaping - Contracts executed with Scituate and North Kingstown for early 2000 start
- Foster Guardrail - Town authorized to proceed with construction

Design

The following Enhancement Projects reached tangible milestones in the Engineering/Design process:

- Restoration of the Bull Gates - Colt State Park - Design completed
- India Point Visitor's Center - Project scope determined - Design underway
- Washington Square Enhancements - Design underway by consultant to the City of Newport
- Exeter Stormwater Retrofits - Contract underway to determine mitigation measures
- Saugatucket River Walkway - Town completed preliminary design
- Marieville Enhancements in the Town of North - Design is almost complete
- The Slatersville Streetscape in North Smithfield - Design complete

Start-Up

Project/Cooperative Agreement reached with community/sponsor on the following projects:

- Landing Visitors Center - Central Falls
- Manville River Access and Parking - Cumberland
- Bicycle/Pedestrian Injury Prevention Program - Department of Health
- Roger Williams Zoo Landscape Enhancements - Roger William Zoo
- Hemlock Road Bridge Enhancements - Foster
- Chepachet Village Improvements - Burrillville

Congestion Mitigation Air Quality (CMAQ) Program Accomplishments:

- Coordinated with the State Planning Council's Air Quality/Transportation Subcommittee for a call for proposals under the CMAQ Program.
- Prepared brochure and application material, and distributed it to the transportation community.

- Developed a public outreach proposal review schedule, advertising schedule, and public workshops for early 2000.
- Managed funding of ongoing CMAQ Program.

Water Transportation Accomplishments:

- Improvements are being made at Fort Adams and Perrotti Park, which will serve as the hub for water transportation.
- Ferry service began between Pawtucket and Providence under a service contract with RIDOT.

Rail Program Accomplishments:

- The Warwick Train Station Project progressed through the environmental phase and into conceptual design. An Environmental Assessment (EA) was completed on the proposed train station site and people mover corridor to T.F. Green Airport terminal. A Finding of No Significant Impact (FONSI) was received from the FHWA in July, 1999. Several public meetings were held in an effort to solicit input during the conceptual design phase. The project continued to be coordinated with the City's efforts to redevelop the surrounding 70 acre Warwick Station Redevelopment District.
- A draft South County Commuter Rail Operations Plan was completed. The plan outlines an operating strategy to extend commuter rail south between Providence and Westerly.
- Rehabilitation to the Newport Secondary Track was completed in the summer 1999. New ties, spikes and crossing improvements were undertaken to bring the rail line up to FRA Class 1 standards for safe operations.

Bicycle Program Accomplishments:

- Construction of Contract 1 (4.5 miles) of the Washington Secondary Bike Path in Cranston was completed. Two bridges were redecked by the RI National Guard. A construction contract for Contract 2 in West Warwick was awarded. Design for the remaining sections in Warwick and West Warwick progressed to the 90% stage in 1999.
- The planning phase of the Northwest Trail/Woonasquatucket River Bikeway was completed and the project was advanced to design. Additional investigation of other alignment alternatives in Smithfield was undertaken at the request of the Town.
- The Shoreline Bicycle Feasibility Project was completed. The study concluded that a bicycle facility could not be developed safely within the Route 1 corridor between South Kingstown to Westerly.
- The planning phase of the Block Island Bicycle/Pedestrian Project was completed, and the recommended project was advanced to design.
- The second edition of the statewide bicycling guide, "A Guide to Cycling in the Ocean State" was completed, printed and distributed.

Community Affairs Office

The Community Affairs Section is charged with keeping information lines open between the citizens of the state and RIDOT. This is accomplished by incorporating several methods and strategies of effective public information through community meetings, written media interaction, radio and television contacts, business contacts and ongoing communication with local public officials. By responding as quickly as possible to inquiries about RIDOT projects, the Office also serves as a problem resolution-clearing house.

The Community Affairs Office encourages communication with the citizens of the State by informing the public of future plans, present status, and anticipated work schedules for upcoming projects. This is designed to be proactive public information program and encourages interested citizens to become involved in projects; voice their opinions and become part of the decision-making process.

The Community Affairs Office works to bring potential problems or controversial issues up early so they can be addressed in the planning and design phases. The objective of the Community Affairs Office is to provide adequate, timely information to the public, emergency personnel and elected officials regarding transportation projects that will influence their daily lives; to provide a timely response to telephone/written complaints regarding individual projects and to provide support to other sections within RIDOT.

Community Affairs Office Accomplishments:

- Initiated Construction Project Update Books, including project brochures/Construction Update sheets, for the Transportation Management Center, Communications, Construction, and Community Affairs Sections. Weekly updates are now provided.
- Attended Jewelry District and I-195 Old Harbor Project Advisory meetings and maintained liaison with outside groups on important RIDOT projects.
- Provided support for more than 40 meetings on major RIDOT projects including: American Disabilities Act (ADA) room arrangements, developing and mailing brochures, staffing meeting and providing full meeting follow up with public and elected officials.
- Developed and printed more than 35 general information construction brochures for neighborhoods impacted by RIDOT projects.
- Provided Construction Updates to the public on progress of projects and changes that may be occurring in ongoing work.

In 1999, the Community Affairs Office mailed 147,626 brochures/flyers to citizens (70,920 of those brochures/flyers printed in-house, and 76,706 printed under contract.)

Administrative Services Division

The Office of Civil Rights

The Office of Civil Rights maintains an ambitious program of minority and disadvantaged business growth and enhancement programs, as well as training and educational programs designed to improve access by all citizens to transportation career fields. This Office also monitors contractor compliance with Disadvantaged Business Enterprise (DBE) targets and goals.

RIDOT Supportive Services continues to expand and has formed a partnership with the Community College of Rhode Island (CCRI) and the University of Rhode Island (URI). RIDOT Supportive Services Program, CCRI and the Associated General Contractors of Rhode Island (AGC) have established an Associate Degree program for minority and women-owned businesses in Construction Management Technology. The courses, which include Cost Estimating and Production Control, Contract Law and Blueprint Reading were chosen to meet the demands of construction related business owners.

RIDOT Supportive Services is once again sponsoring the Annual Contract Opportunities Fair. In its fifth year, this event continues to grow and give unique opportunities for Prime Contractors and Subcontractors to come together and discuss future RIDOT construction projects.

In 2000, the Department will seek to expand the Emerging Business Program to include various types of construction related equipment. This program has proved itself to be a reliable and successful way to assist minorities in the ownership of a small business.

RIDOT 's "On-the-Job" Training Program assists women and minorities in obtaining career opportunities in bridge and highway construction. Proper training and appropriate upgrading of women in the transportation construction industry is the primary objective of this program. Since September of 1997, the Office of Civil Rights has administered the "On the-Job" Training Program through the consultant, SER-Jobs for Progress, Inc. and is funded by the RIDOT through the Federal Highway Administration's (FHWA) Training Special Provisions.

Real Estate and Property Management

Real Estate and Property Management had a record breaking year. The Real Estate unit is responsible for the acquisition of land and easements required for the construction and reconstruction of the State highway system in accordance with the Federal Highway Administration Guidelines and the General Laws of the State of Rhode Island. Responsibilities include:

- Real Estate Appraisal
- Review Appraisal
- Negotiations
- Relocation

Additionally, this Section has significant input into the review and comment process of highway location studies, draft Environmental Impact Statements (EIS), development of preliminary right-of-way cost and relocation estimates, contracting for title examinations and, when necessary, handling the functional replacement of a "special use facility" located within the right of way.

The Property Management unit is responsible for the orderly management and disposal of acquired structures and/or surplus land. Responsibilities include:

- Conveyance/Auctions (surplus land and improvements)
- Lease/License (use of air space)
- Grant of easements

- Telecommunication issues (fiber optic/towers)
- Outdoor advertising control (billboards, etc.)

Major Milestones - 1999 (Real Estate):

- Improved Access (I-95 Ramp) - Completed the acquisition by deed of the last parcel needed for the project (Amtrak), and successfully relocated several businesses housed in buildings along the alignment.
- Relocation of I-195 - The right-of-way budget alone is projected at over \$25,000,000, and includes the acquisition of approximately 82 commercial, industrial and residential properties and will require the relocation of about 75 businesses and six residential owner/tenants. In an effort to streamline the process and stand ready to meet the Department's ambitious time schedule, Real Estate developed a "model" management plan for internal monitoring of the various right-of-way functions. In addition, the services of a right-of-way consultant were enlisted to assist in the acquisition and relocation of several businesses along the alignment, again a major first for the section.
- Warwick Intermodal Train Station - Earlier this year the Department completed the Environmental Assessment for the proposed intermodal facility and as a result, negotiations were started for the purchase the three key parcels needed for the project.
- Relocated Route 403 - In anticipation of the year 2000 start of construction for the highway project in Quonset Point/Davisville, Real Estate has started negotiations for the acquisition of three major parcels, which includes two motels and an autobody shop.
- Bikeways - Completed the acquisition of over 50 parcels needed for the second phase of the South County Bikeway. In addition, purchased additional property in Lincoln for the continuation of the ever popular Blackstone Bicycle Path.
- Finally, acquisitions were completed for several bridge projects, including Manton Village Bridge, Gansett Avenue Bridge, Potter Pond Channel Bridge and Main Street Bridge in West Warwick.

Major Milestones - 1999 (Property Management):

- Collected approximately \$1,550,934 in revenue during the 1999 fiscal year - 33% increase over fiscal year 1998.
- Received earnest money deposits for 20 new land sale requests.
- Completed several large conveyances: Route 2 parcels in Warwick, J.T. Connell Highway in Newport, Route 138 in Jamestown.
- Increased the number of leases/licenses of State property.
- Increased revenues from a major communications carriers (PCS towers and fiber optics).
- Of the collected revenue, outdoor advertising generated \$49,800 in permit fee renewals.
- Continued to update the inventory of surplus property (over 600 parcels) for potential sale/auction at a later date.

With the close of a successful year, this Section looks forward to new challenges for the year 2000. Property Management expects to complete the right of way activity for the Relocation of I-195, Relocated Route 403, and Warwick Intermodal Train Station. In addition, this section expects to continue negotiations with major telecommunications companies for fiber optics runs within the state while generating income and/or barter for future transportation needs.

Contract Administration

Contract Administration serves to establish formal business arrangements between RIDOT and suppliers of all major goods and services the Department deems necessary to purchase from the private sector. To do so requires:

- Direct participation in a competitive selection process in adherence to all applicable federal and state procurement requirements.
- Establishing contract documents which best serve the state's interest toward accomplishing the initiative at hand.

Most typically this includes the administration of requests-for-proposal (RFP) to engage suitable professional engineering and other professional services; and competitive bids to hire general construction contractors to respectively

design and complete construction projects on the State's roads and bridges. This occurs in coordination with the Department of Administration's Office of Purchases.

Major Milestones - Fiscal Year (FY) 99:

- Solicited Letters of Interest for engineering consultant services on behalf of six design initiatives.
- Successfully implemented RIDOT's FY 99 construction project workload. A total of 72 construction projects were awarded this year valued at total of \$101.4 million. This volume and dollar value continue the pattern began in FY 98 where the DOT's construction workload is double that of all recent years.
- Transitioned the Department's procurement procedures transitioned into compliance with the Division of Purchases' computerized system known as the "Rhode Island Vendor Information Program" (RIVIP). Among the changes precipitated by this transition was the shift from the long-standing practice of hard copy advertising for DOT bid/RFP opportunities in local newspapers and professional journals, to Purchases' RIVIP website as the primary advertising venue. (This shift occurred effective September 1, 1998 for DOT construction project bids, and April 1, 1999 for DOT's invitations for Letters of Interest for engineering consultant, construction inspection and other professional services.)
- Two-year milestone elapsed for conducting business under the updated Standard Specifications for Road and Bridge Construction 1997 Edition published by RIDOT. This was the first major issuance of updated DOT specifications compiled in a single volume since 1971. During FY 99 this publication and several other of the Department's key engineering references were incorporated onto the website. (This provides the opportunity to develop improved efficiencies in DOT's bid process through the establishment of electronic links between the DOT's website and Purchases' RIVIP. Steps were initiated during FY 99 to evaluate and plan the phased implementation of these improvements, including adding prevailing wage and FHWA certification requirements to the RIVIP, and creating a dedicated section of the RIVIP for DOT bidders.)

Claims Administration

Through FY 1999, Claims Administration managed the Department's liability in regards to Contract Claims and Tort Claims. Effective July 1999 (FY 00), Tort Claims was reassigned to the Office of Legal Counsel. Effective February 2000, Contract Claims was reassigned to Operations. Claims Administration no longer exists as an organizational unit.

Unit Objective

To minimize Departmental liability through the application of risk management principles, and to provide fair, consistent, reliable, and rapid resolution via the RIDOT claims processes.

- Tort Claims - Involves all claims made in tort against the Department except claims involving Fleet vehicles covered by the state's insurer, and claims originating in Contractor or Permittee work zones, as follows:
- Pothole Claims -
 - Damage caused by potholes - Claims against the state
 - Establishment - Head of Departments - Powers, and Rules & Regulations
 - Department's Pothole Procedure.
- All Other Tort Claims - RIDOT investigated and adjudicated all tort claims coming before the Department subject to the provisions of Governmental Tort Liability, Joint Committee on Accounts and Claims, the Department of Administration's Procedural Handbook "Payment of Claims", and the Department's Tort Claims Procedure.
- Tort Claims Database - Claims Administration developed and maintained a comprehensive, shared, tort database for managing tort claims. This database currently consists of thousands of individual records in over 50 different categories of tort claims going back to 1996 (FY 98 first full year), and contains additional detailed information regarding the originating incident, the location, the type of vehicle, damages incurred, an assessment of liability, disposition, and a complete history. Staff is capable of generating detailed reports, as may be required for identifying accident patterns, frequencies, claims approved, disapproved, and individual claim history.
- Liaison with the Legislative Joint Committee on Accounts and Claims - Claims Administration maintained a dialog in cooperation with the Joint Committee by providing the results of RIDOT investigations via testimony

or written report, as well as advising as to the recommended disposition.

- **Contract Claims** - Claims Administration handled contract claims according to the Department's Contract Claims Procedure. This procedure is a component of the Department's Oversight Agreement with the Federal Highway Administration, and primarily involves construction contracts. Claims Administration becomes responsible when Operations is unable to resolve a dispute. Claims Administration investigated and prepared written decision papers and makes oral presentations involving detailed accounting, engineering, legal, and contract administration issues. If Claims Administration fails to resolve a dispute, the matter usually proceeds to arbitration or litigation, where Claims Administration may provide technical support and expert testimony.

Funding Source

Torts has been primarily administrative. Contract Claims are charged to the Federal-Aid Project.

FY 1999 Accomplishments

Pothole claims continued to trend downwards. In general, tort claims became somewhat administratively routine. There was little intra-agency demand for specialized use reports, risk management initiatives or accident analysis as provided by Claims Administration. It is expected that these functions will be performed elsewhere. Several contract disputes were addressed, including one litigation, which yielded the Department's best result ever with a \$1.4 million dispute being settled for \$125,000.

OUTPUT MEASURES

Pothole Claims	FY 98	FY99
Total Number Received	304	158
Dollar Value	\$74,262	\$36,887
Number Approved	241	139
Dollar Value Approved	\$39,844	\$21,625
Number Denied*	63	19
(Note: *Does Not Include Most Pothole Claims Denied by Maintenance)		

TORT CLAIMS:	FY 98	FY99
Total Number Received	222	224
Dollar Value	\$807,108	\$646,790
Number Approved	33	60
Dollar Value Approved	\$39,029	\$18,606
Number Denied	189	164
Dollar Value	\$716,627	\$628,184
(Note: By date entered)		

Contract Claims	FY 98	FY99
Total Number Existing	11	12
Dollar Value	\$4.5	\$5.2
Number Closed	2	5
Dollar Value Paid	\$0.1	\$0.4
(Note: dollar value in millions)		

Transportation Support Division

Management Information Systems (MIS)

The Management Information Systems (MIS) unit is comprised of Administrative, Programming, Technical Support and Geographic Information Systems (GIS) professionals, that are responsible for all computer and communication needs.

The Administrative Staff manages the day to day activities of the unit. This includes ordering and maintaining an inventory for everything related to computer hardware, software and related supplies for the entire Department. They also ensure that the user receives their requested output, and that the data residing on the servers is backed up and stored safely.

The Programming Unit maintains the timesheet system on the Data General while rewriting it to a PC platform. Many sections currently use the programmers' services to develop custom systems to meet their needs on the PC Platform. Currently, the Department supports Visual Basic 6.0, MS Access 97, and Oracle.

The Technical Support Unit maintains the Local Area Network (LAN), comprised of 16 servers, which controls the services needed to enable continuity to all 450 DOT users, as well as the Wide Area Network (WAN) and the World Wide Web (WWW). The staff continues to automate the needs of the Department which includes: networking new computers; maintaining/upgrading older computers, printers and software; and overseeing various other computer peripheral. The procurement of telephone and data lines are also managed by this unit, in addition to supporting the definity audix telephone system and conversant.

The GIS unit is striving to unite the Department through cartography services for many sections within Department, as well as outside, including Rhode Island GIS and the Rhode Island Public Transit Authority (RIPTA). MIS has also begun the development of a central data repository through the integration of databases, layers of information for DOT maps.

Finally, the MIS Unit was able to survive the Y2K scare by upgrading over 450 computers with necessary Y2K fixes. Twenty-one computers needed to be manually rolled forward and only one computer CPU totally failed the year change over. All custom applications were changed, tested and completely Y2K compatible.

Fleet Operations

The Fleet Operations Unit is composed of a Fleet Management Officer and four Support Personnel. The unit's primary function is to maintain and enhance the quality of the Department's communications systems and fleet of vehicles, and to keep them in good, safe operating condition.

Unit Objective

- Continually monitor and review vehicle maintenance costs and records for improved vehicle history and analysis.
- Oversee and enforce maintenance on all vehicles every 2500 miles or three months, whichever comes first.
- Perform annual vehicle inspection.
- Improve efficiency in servicing of vehicles and communications equipment.
- Achieve efficient utilization of entire Fleet.

Current Year Program

- To replace the remaining 60% of Fleet Vehicles with Year 2000 models to include 12 natural gas models.

Facilities Management

This office is responsible for the planning and implementation of a comprehensive program for the replacement and/or maintenance of its structures. It is also charged with the responsibility of securing suitable office space for Department employees.

Currently, this office is preparing a comprehensive proposal for the relocation of all RIDOT operations. The document includes cost estimates for lease, purchase, renovation or design/build options. Should the administration decide on one of these options, this office will be involved in many aspects of the planning, design and construction of the facility.

Facilities Management also works closely with the State Building Code Commissioner's office, as well as the Governor's Commission on Disabilities to insure that all RIDOT structures are in compliance with the American's with Disabilities Act (ADA) Code.

External Audit and Review

The primary function of External Audit and Review is to examine contract costs submitted by various external entities, such as utility companies, engineering consultants, and municipalities.

A computerized audit inventory tracking system is now used to facilitate tracking, scheduling, and evaluation of audit projects.

In 1999 External Audit and Review further reduced the backlog of unaudited projects and instituted the process of performing interim contract audits to facilitate the finalization process.



Prepared by the Rhode Island Department of Transportation, Communications Office, Dana Alexander Nolfé, Chief; Ann Cassiere, Annual Report Editor; Frances Segerson, Annual Report Design.